ADJOURNMENT MOTION.

PRESIDENT : The House will now proceed to the discussion of the adjournment motion tabled by Mr. Damodaran Asan.

MR. A. S. DAMODARAN ASAN (*Mavelikara cum Karthikapalli*) : Sir, the definite matter of urgent public importance to which I wish to draw the attention of the House and the Government is the following;

The grave situation created in the country by the complete dislocation of the traffic and public business due to the stoppage of bus service on the Arur-Alleppey-Quilon line on account of the auction of two toll-gates for 1106 between Quilon and Alleppey.

Sir, I will be insulting the intelligence of this House if I dwelt upon the difficulties that are likely to be caused by the stoppage of bus service between two important centres in Travancore. Quilon and Alleppey are two of the most important centres in Travancore to which people belonging to different parts of the country have to resort either for relief in courts or for commercial purposes. From the number of telegrams that have been received by many members of the House yesterday and to-day it will appear that the country is viewing with serious anxiety the situation that is developing by this stoppage of bus service. The telegrams which we have received also indicate the causes which have led to the serious dislocation of business. They clearly say that it is due to the unbearable tolls that have been recently auctioned on the Quilon Alleppey line. Sir, the tolls question is not a new one either to this Council or to the Government. As far back as 9th August 1926 a token motion was moved in this Council by Mr. K. K. Thomas drawing the attention of the Government to the urgent necessity of abolishing this obnoxious system of revenue collection. What I understand from the reply then given by the Government member speaking on that motion is that the Government were seriously considering the question and that they would try to meet the wishes of the representatives of the Council. This is what the Chief Engineer told the House on that occasion :

"Sir, I have very few remarks to offer. Mr. Thomas just mentioned that I have been upholding the principle of levying these tolls on roads. I have made it clear that it is not so, but that the matter is now engaging the attention of the Government. The question is being considered in British India, in Calcutta, in Bombay and elsewhere. They are considering the possibility of increasing the duty on petrol and earmarking the additional revenue for the improvement of communications."

Sir, that was the reply given by the Chief Engineer on that occasion, After that, four clear years have elapsed and the consideration has not matured in action. The authorities in the places mentioned above have already considered the question and have found out remedies. The result of their finding out remedies is an additional burden on poor Travancoreans. They have already imposed an additional duty on petrol as was foreshadowed by the Chief Engineer. But we are still continuing the

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[Mr. A. S. Damodaran Asan.]

tolls. New tolls are being established on certain roads. Here a motor vehicle which starts from Quilon and goes to Alleppey, goes through four toll stations: two of them are imposed by local bodies and two by Government. From next year forwards these buses travelling from Quilon to Alleppey have to pay tolls at Neendakara and Nangiarkulangara and we find that this system of tolls acts detrimentally to the facility for communication that is now afforded to the public.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): For the sake of information, may I know from the member the total amount of toll a bus has to pay between Quilon and Alleppey?

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapali*): I will give the figures. He can total them up himself. At Neendakara Rs. 2—8 as.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry South*): Per trip?

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): No. Per day.

At Nangiarkulangara Rs. 2—8 as; at Alleppey As. 8; and at Quilon As. 8. Altogether it comes to six rupees. The distance between Quilon and Alleppey is about 53 miles.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): Is the payment irrespective of the number of trips it makes?

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): Yes. But a bus could not make any number of trips. The Police Commissioner has imposed a speed limit. Motor cars must not run. They must crawl. (*Laughter.*)

MR. T. C. KESAVA PILLAI (*Kalkulam* cum *Vilavankod*): കഴിഞ്ഞോ എന്തായാണ്?

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*) എനിക്കറിഞ്ഞുകൂടാ. മെംബർക്ക് അറിയാമെങ്കിൽ പറഞ്ഞാൽകൊള്ളാം.

Sir, there is no other road in the whole of Travancore which is infested with toll gates on which bus-owners and other passengers have to pay such heavy tolls in travelling 53 miles as this road. We have to pay Rs. 6 per day. Even between Trivandrum and Kottayam, there is only one P. W. D. toll and that is at Adur.

MR. R. NILAKANTA PILLAI (*Ag. Financial Secretary to Government*): Should we not have to pay at Tiruvalla?

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): That is not a P. W. D. toll: it is a Municipal toll. So, what I wish to state is that the Government should not hesitate to abolish all the tolls and particularly those that are now newly imposed and thus save the travelling public from this critical situation. Sir, I am not one who thinks that the imposition of additional tolls will act very much detrimentally to the bus-owners. I think that it is the travelling public

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that have to pay at the end. The poor passengers will have to pay heavier fare. That is all that will result from this. This additional duty which is imposed on petrol will fetch according to the statistics in 1103 at least about 2 lacs of rupees. For 1105 it would be a little more. Whatever that be, even if that duty is not sufficient compensation, there is no meaning in retaining these tolls.

This is only an illustration of the point that, unless Government yield to the representations made by the people, they will have to face these unfortunate realities. This is likely to develop throughout the country and the people will be handicapped. It is always better to care for the representations of the people and bring them into effect. Although at least there might be some grace in the steps taken by Government, at the request of the people at proper time there is no grace in doing things after it becomes inevitable forGovernment to take action.

With these words, I place this motion for the consideration of this House.

MR. P. S. MAHOMED (*Nominated*): മി: ഭാമോദരനാശാൻ അവതരിപ്പിച്ച അടിയന്തിരപ്രമേയത്തെ ഞാൻ പിൻതാങ്ങുന്നു. ആലപ്പുഴ, കൊല്ലം, ഇവിടെ ഓടിക്കൊണ്ടിരിക്കുന്നതായ ബസ്സുകൾ മുടക്കിഎന്നുള്ള വിവരത്തിനു മറുമൊഴിമാക്കുകിട്ടിയിട്ടുള്ളപ്രകാരം എനിക്കുംഒരു കമ്പികിട്ടീട്ടുണ്ട്. അതിനു സംബന്ധിച്ചു ഞാൻ ക്രൂതമായി അന്വേഷിച്ചിട്ടുമുണ്ടു. എന്റെ അന്വേഷണത്തിന്റെ ഫലമായി നിങ്ങൾക്കറിയാമല്ലോ ഒരു പ്രത്യേകരോം ഏർപ്പെടുത്തിയതുകൊണ്ടു ഗവണ്മെന്റിനോടുള്ള പ്രൊട്ടെസ്റ്റ് കാണിക്കാൻ വേണ്ടി അവർ സ്ട്രൈക്ക് ചെയ്തിട്ടുള്ളതല്ലെന്നു മനസ്സിലായി. ബസ്സുകൾക്കു ഈ രീതിയിൽ രണ്ടുസ്ഥലങ്ങളിലും ഒരു പ്രാവീതം രോം കൊടുത്തു ബസ്സുകൾ ഓടിക്കുന്നപക്ഷം അതു അവക്കു നഷ്ടത്തിൽ അവസാനിക്കുമെന്നും, അവസാനത്തിൽ അവരുടെ ബസ്സുകൾ തന്നെ വിറ്റു പോകുമെന്നുമുള്ള ഭയം നിമിത്തവുമാണു ഈ സ്ട്രൈക്ക് തുടങ്ങിയിരിക്കുന്നതു. പതിനാലു സീറ്റേർസിനെക്കാൾ വലിയ ബസ്സുകൾ ഒന്നും ഈ ലയിനിൽ ഓടുന്നില്ല. ഇങ്ങനെ ഇവിടെ ഓടിക്കുന്ന ബസ്സുകൾ ഫോർ സീറ്റേർസ് ആണെന്നു വരികിലും ഡ്രൈവരേയും കണ്ടക്ടറേയും ഒഴിച്ചാൽ പന്ത്രണ്ടുപേർക്കേ ബസ്സിൽ കയറാൻ സാധിക്കുകയുള്ളൂ. ടെൻ സീറ്റേർസ് ആണെങ്കിൽ എട്ടുപേരെ കയറാൻ പാടുള്ളൂ. അതിനു ചാർജ്ജ് വച്ചിരിക്കുന്നതു എട്ടുപേർക്കു എട്ടുരൂപായാണു. ഈ റേറ്റിൽ തന്നെ പലമത്സരവും നടക്കുന്നുണ്ടു. ബോട്ടിൽ പോകുന്നതിനു നാലണ കൊടുത്താൽ മതിയാകും. ഈ സ്ഥിതിയിൽ ഇരിക്കുന്നതുകൊണ്ടു ഒരു രൂപാകൊടുത്തു കാറിൽ പോകുന്ന ആളുകൾ തന്നെ ഉർല്ലുമോണു.

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[Mr. P. S. Mahomed.]

ഇങ്ങനെ ടെൻസീററർ വച്ച് സവീസ് നടത്തുന്ന ഒരാളിന് ഒരു ദിവസം ഫന്ത രൂപായാണ് കിട്ടുന്നത്. അതിൽ നിന്ന് P. W. D. ടോളിന് അഞ്ചുരൂപാകൊടുക്കണം. മുൻസിപ്പൽ ടോളിന് എട്ടണ എന്ന പറയുന്നു. അതു് ശരിയല്ല. രണ്ടരരൂപാകൊടുക്കണം.

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): കൊല്ലത്തുനിന്നും ആലപ്പുഴക്ക് ഒരാളിന് ഒരുരൂപായാണോ ചാർജ്ജ്?

MR. P. S. MAHOMED (*Nominated*) : ഒരുരൂപാ നാലണയായിരുന്ന മുമ്പേവച്ചിരുന്നത്. ഇപ്പോൾ ഒരുരൂപാ ആക്കിയിരിക്കുന്ന എന്നാണ് എന്റെ അറിവു്.

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): ഒന്നരരൂപായല്ലേ?

MR. P. S. MAHOMED (*Nominated*): ആ ചാർജ്ജ് പോയിട്ടു് വളരെ കാലമായി.

ഒരുദിവസം പെടോൾ എത്രകറഞ്ഞാലും നൂറിൻ വേണം. അതിലേക്കു ൻ ക്ലീ രൂപാ കൊടുക്കണം. ഡ്രൈവർക്ക് ഒരുദിവസത്തേക്ക് ചിലവെല്ലാം ഉൾപ്പെടെ നൂ രൂപായാകും, കണ്ടക്ടർക്ക് ഫ രൂപാ, ക്ലീനർക്ക് വ അണ, ആയിലിനും ഗ്രീസിനുംകൂടി ഫ രൂപാ, സിൻഡിക്കേറ്റ് കമ്പനിക്ക് കൊടുക്കേണ്ടതു് പന്ത്രണ്ടണ; ചങ്ങാടം ഇപ്പോൾ ഒന്നുകൂടിയുണ്ട്. അതിൽ അക്കരയ്ക്കും ഇക്കരയ്ക്കും കടത്തുന്നതിനു എട്ടണ. ഇതുകൂടാതെ ആറു് ചെക്കിംഗ് സ്റ്റേഷനുണ്ട്, അവിടേയും ഒരു സംഖ്യകൊടുക്കണം. ഇന്നത്തെ നിലയ്ക്ക് അതു് പന്ത്രണ്ടണവയ്ക്കാം.

പിന്നെ അനാമത്തുചിലവിലേക്ക് പന്ത്രണ്ടണവേണം. എല്ലാംകൂടി ഇരുപത്താറു രൂപാ ചിലവുണ്ട്. ഇതിൽ അയാൾ മുടക്കിയിരിക്കുന്നപണത്തിന്റെ പലിശ ഉൾപ്പെടുത്തിയിട്ടില്ല. അല്ലാതെ തന്നെ ഇരുപത്താറു രൂപാ വേണം. ഇപ്രകാരം കണക്കാക്കുന്നപക്ഷം ടെൻ സീററർ ഉടമസ്ഥൻ പത്തു രൂപായും ഫോട്ടൻസീററിന്റെ ഉടമസ്ഥൻ രണ്ടുരൂപായും നഷ്ടപ്പെടണം. ഈ തുകതന്നെയും ബസ്സ് നിറച്ചു ആൾ ഉണ്ടായിരുന്നാൽമാത്രമേ കിട്ടുകയുള്ളൂ. ഇതും നഷ്ടപ്പെട്ടിട്ട് ബസ്സുനടത്തിക്കൊണ്ടുപോകണം എന്നു നിർബന്ധിക്കുന്നതു ശരിയല്ല.

MR. R. VAIDYALINGOM PILLAI (*Registrar of Co-operative Societies*) ഇതും നഷ്ടമുണ്ടെങ്കിൽ ഈ തൊഴിൽ നടക്കാതിരിക്കുകയില്ലേ?

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MR. P. S. MAHOMED (*Nominated*): അതുകൊണ്ടാണല്ലൊ ഈ തൊഴിൽ ഇപ്പോഴം നടക്കാതിരിക്കുന്നത്. ഒരുമാതിരിയുള്ള നഷ്ടം സഹിച്ച് അവർ നടത്തി കൊണ്ടുവന്നു. നിവൃത്തിയില്ലാതെ വന്നപ്പോഴം മുടക്കി. അതിനെപ്പറ്റി ആലോചിച്ച പ്രവൃത്തിക്കാനാണ് കൗൺസിലിലെ മെമ്പന്മാർ ഈ സംഗതി ഈ കൗൺസിലിന്റെ ദൃഷ്ടിയിൽ കൊണ്ടുവന്നിട്ടുള്ളത്.

MR. K. MADHAVAN PILLAI (*Trivandrum cum Neduvangad*): ഈ തൊഴിൽ നടത്തിയതിൽ വല്ലവരും നശിച്ചുപോയിട്ടുള്ളതായി അറിയാമോ?

MR. P. S. MAHOMED (*Nominated*): ഈ തൊഴിൽ നടത്തിയവരിൽ പലരും അവരുടെ ബസ്സുകാം വിറ്റിട്ടുള്ളതായി അറിയാം.

MR. A. C. KURIAKOSE (*Minachil cum Devicolam*): ഈ തൊഴിൽ മുടക്കിയതുനിമിത്തം പൊതുജനങ്ങൾക്ക് ഉപദ്രവം നേരിട്ടുണ്ടു് എന്ന് അറിയാമോ?

MR. P. S. MAHOMED (*Nominated*): പൊതുജനങ്ങൾക്ക് ഉപകാരമുള്ള ഒരു തൊഴിൽമുടക്കിയാൽ ഉപദ്രവംതന്നെ എന്നുള്ളതിന് യാതൊരുസംശയവും ഇല്ലല്ലോ. അതിനാൽ ഈപ്രമേയത്തെഞാൻ പിൻതാങ്ങുന്നു.

MR. R. RAMAN PILLAI (*Kottayam*): മി: ദാമോദരൻ ആശാന്റെ പ്രമേയത്തെ അനുകൂലിച്ച് എനിക്കും രണ്ടു വാക്കു പറയാതിരിക്കുവാൻ നിവൃത്തിയില്ല. കോട്ടയം—കുമിളിസർവീസിലും ഇപ്പോഴം മിക്കവാറും സ്ട്രൈക്കു ചെയ്തപോലെ ആണിരിക്കുന്നത്. ഇപ്പോഴുള്ള ബസ്സുകളിൽ മൂന്നിലൊരുഭാഗം ഒഴിച്ച് ബാക്കിയുള്ളതു് വിടാതിരിക്കുകയാണ് ചെയ്യുന്നത്. കോട്ടയത്തുനിന്നും ൬൦-മൈൽ ദൂരമുള്ള കുമിളിയിൽ പോയിവരുന്നതിന് ൨൫-രൂപാ ടോൾകൊടുക്കണം.

PRESIDENT: Mr. Raman Pillai, that does not seem to be quite relevant to the issue before us. It relates only to the line between Qulion and Alleppey.

MR. R. RAMAN PILLAI (*Kottayam*): ബസ്സുകളുടെ സ്ട്രൈക്കിനെപ്പറ്റി പറയുകയാണ്.

MR. MURUVELIL PACHU PILLAI (*Shertallai*): ഇപ്പോഴം ബസ്സ് മുടക്കിയിരിക്കുന്ന ലൈൻ സമുദ്രതീരത്തുള്ള ലൈനിൽവച്ച് ഏറ്റവും പ്രധാനപ്പെട്ട ഒന്നാണ്. ഈ ലൈനിലെ പണിമുടക്കുകൊണ്ടു് കച്ചവടക്കാർക്കും ഓരോതൊഴിൽ നടത്തുന്ന ആളുകൾക്കും മാത്രമല്ലാ പൊതുജനങ്ങളായ യാത്രക്കാർക്കും വളരെബുദ്ധിമുട്ട് ഉണ്ടാകുന്നുണ്ട്. ഈ ലൈൻ

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[Mr. Muruvelil Pachu Pillai.]

വാണിജ്യകേന്ദ്രങ്ങളായ കൊല്ലം ആലപ്പുഴ കൊച്ചീ എന്നീ മൂന്നു പ്രധാനസ്ഥലങ്ങളെ സംഘടിപ്പിക്കുന്ന ഒന്നാണ്. നീണ്ടകരപ്പാലം തീന്തോട്ടക്കുടി ഈ ലൈനിന്റെ പ്രാധാന്യം വളരെവർദ്ധിച്ചിട്ടുണ്ട്. ഇനി ഇതിനിടക്കുള്ള തോട്ടപ്പള്ളിയിൽ ഒരുപാലവും പിന്നീട് അർത്തുങ്കൽചെന്നാൽ ഇടക്കൊച്ചിയിൽ കടക്കുന്നതിനുള്ള ഒരുപാലവും (ഈ പാലം നീണ്ടകരയെപ്പോലെ വീതിഇല്ലെങ്കിലും കുറെക്കുടി ദുർഘടമായ സ്ഥലമാണ്) തീർന്നാൽ തിരുവിതാംകൂറിന്റെ തെക്കേ അറ്റമായ കന്യാകുമാരി മുതൽ കൊച്ചിവരെ പോകുന്നതിന് വളരെ സൗകര്യം ഉണ്ട്. ഈ ലൈൻ തുറന്നതുകൊണ്ട് കൊട്ടാരക്കരവഴിയുള്ള യാത്രക്കാരുടെ സംഖ്യ വളരെ കുറഞ്ഞിട്ടുണ്ട്. ഈ പണിമുടക്ക് ആരംഭിച്ചതിനുശേഷം കൊല്ലത്തുനിന്ന് ആലപ്പുഴക്കും ആലപ്പുഴനിന്ന് കൊച്ചിക്കും ബോട്ടുകാർ കൂലി വളരെ കൂട്ടിയിരിക്കുന്നതായി അറിയുന്നു. കച്ചവടക്കാർക്കും തൊഴിലാളികൾക്കും യാത്രക്കാർക്കും സൗകര്യപ്പെടത്തക്കവണ്ണം ഈ ലൈനിൽ എന്തെല്ലാം ആനുകൂല്യം ചെയ്യാൻ കഴിയുമോ അതെല്ലാം ചെയ്തു ഇതിനെ നല്ല നിലയിൽ കുറെക്കുടി പ്രയോജനകരമാക്കിത്തീർക്കേണ്ടതു് ഗവണ്മെന്റിന്റെ ചുമതലയാണ്. നീണ്ടകരപ്പാലത്തിൽ ഒരു പുതിയ ടോൾ കൂടി വയ്ക്കാൻ പോയതുകൊണ്ടാണ് ഈ മുടക്കം ഉണ്ടായിട്ടുള്ളതു്. എന്നാൽ അതു് ജനങ്ങളുടേയും മോട്ടാർ ഉടമസ്ഥന്മാരുടേയും ഹിതത്തിനു വിപരീതമായി അവിടെ ടോൾവച്ചതുകൊണ്ടല്ല ഈ ലൈനിൽ സ്ട്രൈക്ക് തുടങ്ങിയതു്. യഥാർത്ഥത്തിൽ നഷ്ടം വരുമെന്ന കണ്ടാണ് പണിമുടക്കം ആരംഭിച്ചതു്. ടോൾ നിർദ്ദോഷം നിറുത്തണമെന്ന് ഈ കൗൺസിലിൽ ഒരു പ്രമേയം പാസാക്കീട്ടുണ്ട്. അതിനുശേഷമാണ് കുണ്ണപുരത്തു് ഗവണ്മെൻറ് ഒരുടോൾവച്ചതു്. കുണ്ണപുരത്തുള്ളടോളിനെ നാട്ടുകാർക്കുള്ള അരമാറിയതിനും പുറമെ നീണ്ടകരപ്പാലത്തിലും കൂടി ഒരു ടോൾവച്ചു. ഈ രണ്ടു ടോളും, ടോൾ നിറുത്തണമെന്ന പ്രമേയം പാസാക്കിയതിനുശേഷം ഉണ്ടാക്കിയതാണ്. മോട്ടാർ ഉടമസ്ഥന്മാർ മോട്ടാർ സർവ്വീസ് നടത്തുന്നതു പുണ്യത്തിനു വേണ്ടി അല്ല. യാത്രക്കാർക്കു വേണ്ട സൗകര്യം ചെയ്തു കൊടുക്കാം എന്നു വിചാരിച്ചല്ല സർവ്വീസ് നടത്തുന്നതു്. ലാഭത്തിനു വേണ്ടി ആണ് അവർ നടത്തുന്നതു്. പെട്രോൾ കമ്പനിക്കും മോട്ടാർ കമ്പനിക്കും അനാവധിലക്ഷം രൂപാ നമ്മുടെ രാജ്യത്തുനിന്നും അന്യരാജ്യങ്ങളിലേക്ക് ചോർന്നുപോകുന്നു. ഈ നാട്ടിൽ മോട്ടാർ വ്യവസായം വർദ്ധിച്ചുവരുന്നതുനിമിത്തം മേൽപറഞ്ഞ കമ്പനിക്കാർക്ക് ധാരാളം ആദായംലഭിക്കുന്നുണ്ട്. അതിൽനിന്നു ന്യായമായ ഒരംശം കൂട്ടു

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തലായി ചിലവാക്കുന്ന പെട്രോളിന്റെ ആദായത്തിൽനിന്നോ മോട്ടാർകാറുകൾ ധാരാളമായിവിലക്കുന്നവകയിലുള്ള ആദായത്തിൽ നിന്നോ നമുക്കു കിട്ടണമെന്നു വാദിക്കാൻ ന്യായമില്ലേ? മോട്ടാർ വ്യവസായത്തിനു് നഷ്ടം നേരിടത്തക്കവണ്ണം നിർബന്ധമായ ചുങ്കം വച്ചാൽ ഈ തൊഴിൽ അചർ ഉപേക്ഷിക്കയല്ലാതെനിവൃത്തിയില്ല. അങ്ങിനെവരുന്നപക്ഷം ഈ വ്യവസായത്തിനും ഈരാജ്യത്തെകച്ചവടക്കാക്കും പൊതു ജനങ്ങൾക്കും വലിയഉപദ്രവും നഷ്ടവും നേരിടുന്നതാണു്. ഇങ്ങനെയുള്ള കാര്യങ്ങളിൽ ഈ വക വ്യവസായത്തെ പോഷിപ്പിക്കുന്നതിനുപകരം അതിനു പ്രതിബന്ധം ഉണ്ടാക്കുന്നതു് രാജ്യത്തിന്റെഅഭിവൃദ്ധിക്കു് വലിയ തടസ്ഥമാണു്. മറ്റുള്ളരാജ്യങ്ങളിൽ ടോൾഏർപ്പാടിനെ നിവൃത്തിചെയ്യുന്നതിനുള്ള മാർഗ്ഗങ്ങളം ആലോചിക്കുമ്പോൾ ഇവിടെ പിന്നെയും പിന്നെയും പുതിയടോളുകളം ഏർപ്പെടുത്തുന്നതിനു് ശ്രമിക്കുന്നതു് ആരദരണീയമായനടപടിയല്ല. അതിനാൽ നിവൃത്തിയുള്ളിടത്തോളം ഈ ടോളുകളെ ഉപേക്ഷിക്കേണ്ടതാണു്. കൃഷ്ണപുരത്തു് ടോൾവച്ചപ്പോൾ മോട്ടാർകാറുകൾ ആരും നിറുത്തിയില്ല. ഇപ്പോൾ പുതുതായി വച്ചിട്ടുള്ളടോൾ നിമിത്തമാണു് ഇവർ പണിമുടക്കുവാൻ സംഗതിയായതു്. ഈ വിഷയം പുതുതായ ഒന്നല്ല. ഈ ടോൾവയ്ക്കാൻ പോകുന്ന എന്നറിഞ്ഞിട്ടു ഡെപ്യൂട്ടേഷൻ മൂലമായും മറും ഇതുനിമിത്തമുള്ള സങ്കടങ്ങൾ മുൻകൂട്ടി ഗവണ്മെൻറിനെ അറിയിച്ചിട്ടുണ്ടു്. അതു കൊണ്ടു് പ്രയോജനം ഇല്ലന്നു കണ്ടിട്ടാണു് ഈ പണിമുടക്കുതുടങ്ങിയതു്. ചേർത്തലതാലൂക്കിലും മോട്ടാറുകൾ മുടക്കിയിരിക്കുന്നു എന്നുകാണിച്ചു് എനിക്കു് എഴുത്തുകളും കമ്പികളും കിട്ടിയിരിക്കുന്നു. അവിടത്തെ ബാർഅസോസിയേഷൻ സെക്രട്ടറി അയച്ച ഒരു കമ്പിയാണു് ഇതു്.

"Litigant public put to immense trouble—pray interfere." ഇനി ഒന്നു് അവിടത്തെ ആയിൽ മില്ലുകാരുടെ കമ്പിയാണു്.

"Situation—serious-communication between Cochin and Alleppey and all traffic stopped-business affected-kindly remedy."

ഇങ്ങനെ ജനങ്ങൾക്കും കച്ചവടക്കാർക്കും വളരെകഷ്ടനഷ്ടങ്ങൾക്കു് ഇടയാക്കുന്ന ഒരു സംഭവമാണു് ഇതു്. അതിനാൽ ഗവണ്മെൻറു് വേണ്ടവിധത്തിൽ ആലോചിച്ചു ഇതിനു് ഉടനടി ഒരു പരിഹാരം ഉണ്ടാക്കണമെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഈ പ്രമേയത്തെ ഞാൻ പിൻതാങ്ങുന്നു.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): I also wish to submit one word on the motion moved by my friend Mr. Damodaran Asan. Sir, two days back while speaking on the General Discussion on the Budget, I pointed out that the increase is the number of motor buses, and the low rates of fare for the passengers

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[Mr. S. Piraviperumal Pillai.]

afforded multifarious conveniences to the public and that the Government should do something to encourage this transport industry. The learned Deputy President asked me in what ways they needed encouragement. The time at my disposal then being short, I was not able to narrate in detail the difficulties now experienced by those people who are engaged in this motor bus transport and I briefly stated that if Government will only interfere and make arrangements with the authorities who control bus traffic to kindly see that the people engaged in bus traffic are not unnecessarily interfered with by *ipse dixits*, circulars and rulings and interpretations of Regulations and rules which were not, in my opinion, intended by the legislators who framed the Regulation—I briefly said that those were the ways in which the people engaged in the transport business could be encouraged. The question of tolls is another point which has to be considered in connection with this. Sir, I would be unfair to Government if I submit that tolls should all on a sudden be reduced without suggesting in what way the revenue lost could be realised for meeting the purposes for which the toll collected is utilised.

In my opinion, I think that the whole amount of toll collected is not properly utilised on the roads from which they were collected. Take the instance of the M. S. road. The tolls collected there if they had been used on the road, I would not have brought this to the notice of the House.

Sir, I am afraid that the levy of tolls is considered more or less to be a source of revenue to Government. That ought not to be the view of Government. A toll is imposed for a specific purpose. After the amount expended for that purpose is collected the toll should be abolished. But that is not what we find.

Already the motor bus owners are being bled. They pay a heavy sum towards the registration fees and other fees. And now to have another toll gate to get more money from them would amount, in the long run to killing the goose that lays the golden eggs. Again, Sir, in the matter of this particular road, Arur-Alleppey road, I am afraid that the bus owners are already losing as is shown by the statement given by Mr. P. S. Mahomed which is subject to my alterations. Anyway we find that they are losing and the imposition of this additional toll makes them lose more. One thing I wish to point out here is that the Government have been kind with regard to the people who have put the buses on the above road. At any rate here we find that tolls are levied only once in 24 hours. There are other roads where toll is levied for each trip, that is, every time the bus passes the toll gate, it has to pay. This is unprecedented in the annals of the history of tolls. That was pointed out by me in the meeting of the Finance Committee to the then President of the Council, and, if I am permitted, Sir, I shall read what I stated then. Sir, it is therefore high time that Government bestow some attention and fostering care on the people who are now engaged in this industry to see that, in the interests of the travelling public as well as for other transport purposes, they are not totally ruined.

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MR. T. C. KESAVA PILLAI (*Kalkulam* cum *Vilavankod*): തിരു വിതാംകൂറിലുള്ള ടോൾ നിർത്തണമെന്നു് ഇടയ്ക്കിടയ്ക്കു് ഈ കൌൺസിലിൽ വാദിക്കുകയും അതിനെപ്പറ്റിറസല്യൂഷൻ പാസാക്കുകയും ചെയ്തിട്ടുണ്ടു്. ബ്രിട്ടീഷ് ഇൻഡ്യയിൽ പെട്രോളിനു് വില കുറയ്ക്കുന്നതിന്റെ ഓഹരിയായി നമുക്കു രണ്ടണവീതം കിട്ടുന്നതിനു് എഴുത്തു് കുത്തു് നടത്തുന്നതായി ഫൈനാൻഷ്യൽ സിക്രട്ടറിയുടെ സ്റ്റീച്ചിൽകാണുന്നു. അപ്രകാരം വരുന്നപക്ഷം തിരുവിതാംകൂർ ഗവണ്മെൻറിനു് വലുതായ ഒരു സംഖ്യ കിട്ടാൻ ഇടയുള്ളതുകൊണ്ടു് ഈ ടോൾ നിറുത്താമെന്നുള്ളതാണു്. അങ്ങിനെ കിട്ടുന്ന എങ്കിൽ ടോൾ നിർത്തുന്നതുകൊണ്ടു് വലുതായ നഷ്ടം ഗവണ്മെൻറിനു് വരാൻ ഇടയില്ല. പാലം കെട്ടുന്ന അവസരങ്ങളിൽ എല്ലാം ടോൾ ഏർപ്പെടുത്തുന്നതു് ഒരു പതിവാണു്. ഒരു ട്രിപ്പിനു് രണ്ടു രൂപാ വീതം കൊടുക്കുന്ന കുഴിത്തുറ ടോൾഗേറ്റിൽ ഇപ്പോൾ ബസ്സു് ഉടമസ്ഥന്മാർ ഒരു ദിവസം ൯ രൂപാ കൊടുക്കേണ്ടിയിരിക്കുന്നു. ഇതു വളരെ അക്രമമാണു്. ഏതു കാര്യത്തിലും പ്രധാനമായി പ്രവർത്തിക്കുന്ന കൊല്ലം മുതൽ ആലപ്പുഴവരെയുള്ള എല്ലാ മഹാജനങ്ങളുടേയും അപേക്ഷ ഈ കൌൺസിലിന്റെ മുമ്പാകെ വന്ന സ്ഥിതിക്കു ഇതോടുകൂടി മറ്റുള്ള എല്ലാ സങ്കടകക്ഷികളുടേയും സങ്കടത്തിനു് ഒരു നിവാരണമുണ്ടാക്കുമെന്നുള്ള വിശ്വാസത്തോടുകൂടി ടോൾ നിർത്തണമെന്നുള്ള മിസ്റ്റർ മാമോദരൻ ആശാന്റെ അടിയന്തരപ്രമേയത്തെ അനുകൂലിക്കുന്നു.

ദക്ഷിണതിരുവിതാംകൂറിൽ ഗതാഗതത്തിനു് റോഡ് മാത്രമെയുള്ളൂ. മറ്റു വഴിത്തിലുള്ള കായലൊ തോടുകളൊ ഇല്ല.

PRESIDENT: I said before that is irrelevant. Do not travel into irrelevant regions, please.

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): I would also say a word in support of this motion. I do not propose to enter into a discussion on the general policy of the Government in the matter of abolition of tolls. As Mr. Mahomed suggested it is out of sheer necessity of self-preservation that the motor bus owners have struck work. He gave us an account of the profit and loss a bus owner sustains. I can also say with authority that the margin of profit a motor owner gets is very very small.

MR. V. CHELLAM PILLAI (*Tovala*): May I know from the member whether the small margin of profit referred to by the member is calculated from his own point of view?

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): From my own experience.

MR. V. CHELLAM PILLAI (*Tovala*): Is it for a big or a small bus?

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MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): Only for a small bus. In the line between Quilon and Alleppey, only 14 seater buses are allowed to ply. I have no complaint against the toll at Neendakara because it was a capital expenditure that has been incurred for the Neendakara bridge and Government should get some return for the expenditure incurred in connection with that. It is not improper on the part of Government to levy a toll there because an enormous amount to the extent of 6 lakhs of rupees has been spent for the construction of that bridge.

MR. MURUVELIL PACHU PILLAI (*Shertallai*): ആറുലക്ഷം രൂപാ എ ന്തിനത്തിൽനിന്നുമാണ് പിരിവാക്കിയതെന്നറിയാമോ?

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): That is a capital expenditure.

As regards the other toll, Government may say, that expenditure has to be incurred annually for the maintenance of these roads which were newly opened and for which the toll is collected and spent.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): Was it from capital expenditure that new roads are opened?

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): No.

Generally when a new road is opened it is usual for government to levy a toll to meet the maintenance on such roads. We have instances for this in our State.

But in this particular case it has now become unbearable and the bus owners cannot run their buses at any profit after paying tolls in two places.

MR. V. CHELLAM PILLAI (*Tovala*): May I know from the member the additional cost that will have to be imposed on every passenger to meet the increased toll that has been levied now?

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): You may calculate. Only 12 persons are allowed to travel in a bus. There is a toll at Krishnapuram which has been transferred to Nangiarkulangara. Toll has to be paid there and now there is an additional toll which is proposed to be levied at Neendakara at Rs. 2 which is also in the line between Quilon and Alleppey.

MR. REVATI NAL RAMA VARMA RAJA (*Edavagai*): Capital expenditure എന്നു പറഞ്ഞു. എന്നാൽ റവന്യൂ സർപ്ലസ്സിൽ നിന്നുമെല്ല അതു പിരിവാക്കിയിരിക്കുന്നതു ?

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): I do not propose to enter into a discussion on the capital expenditure, capital receipts, revenue surpluses and all that. There is the fact that a capital expenditure has been incurred and there is also the necessity for Government to get a return for the expenditure incurred.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): May I know whether he is of opinion that according to discrimination some tolls should be retained and some should be abolished?

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MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): I said at the outset that I am not going to enter into a discussion of the general policy of the Government and their attitude towards the resolution that was passed in this Council for the abolition of tolls.

MR. R. KESAVA PILLAI (*Kottarakara* cum *Kunnattur*): Is that the opinion of the member?

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): I am not here to give my opinion on irrelevant matters. I am only going to state relevant facts.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): May I know whose opinion he is giving?

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): I am voicing my own opinion on relevant questions now under consideration.

MR. R. KESAVA PILLAI (*Kottarakara* cum *Kunnattur*): Then, may I know from the member?

PRESIDENT: Will you kindly allow the member to finish his speech first? Too many questions like this will make the member unable to proceed and develop his arguments.

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): My submission is that this aspect of the question should be seriously considered by Government. It is not the object of bus owners to threaten Government by these strikes, and bring them to their knees. Far from it. It has come to a stage at which it has become impossible for owners to run buses between Quilon and Alleppey at such low margin of profit. I may even say that bus owners are running their buses at a loss. Therefore I earnestly request the Government to consider this aspect and find a way out to redress this real grievance. With these words I support the motion brought forward by Mr. Asan.

MR. MURUVELIL PACHU PILLAI (*Shertallai*): ടോൾനിരുത്തുന്നവിഷയത്തിൽ അദ്ദേഹം പ്രതിനിധീകരിക്കുന്ന നിയോജകമണ്ഡലത്തിലെ അഭിപ്രായം എന്താണെന്നു അദ്ദേഹത്തിനു പറയാൻ സാധിക്കുമോ?

MR. G. P. NILAKANTA PILLAI (*Karunagapalli*): I submit that it is not relevant and I do not propose to answer that.

MR. V. J. OOMMEN (*Commerce and Industry, North*): സർ, ജനപ്രതിനിധിസ്ഥാപനമാകുന്ന ഈ നിയമസഭയിൽ പാസാക്കീട്ടുള്ള ഒരു ഉപക്ഷേപമാണ് ടോൾ നിർത്തണമെന്നുള്ളതു്. ഗവണ്മെൻറു അന്നു് അതിനു് വിരോധമില്ലാത്ത നിലയിൽ ഏകദേശം സമ്മതിച്ചിട്ടുണ്ടു്. പക്ഷെ പെട്ടെന്നു് പാടില്ലെന്നു പറഞ്ഞൊള്ളു. അങ്ങനെ സമ്മതിച്ചതിനു ശേഷം ഇപ്പോൾ ഉള്ള 'ടോളിനെ കുറയ്ക്കുന്നതിനു് പകരം അവയെ വർദ്ധിപ്പിക്കുന്നതിനു ഗവണ്മെൻറിനെ പ്രേരിപ്പിച്ചു സാഹചര്യം എന്തു തന്നെയായിരുന്നാലും അതിനെ അധിക്ഷേപിക്കാതിരി

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ക്കുവാൻ നിവൃത്തിയില്ല. പൊതു ജനങ്ങളുടെ അഭിപ്രായത്തിനു് വിപരീതമായി ഗവണ്മെൻറു് ഏർപ്പെടുത്തിയിരിക്കുന്ന ഈ ടോളിനെ സംബന്ധിച്ചു ഗവണ്മെൻറു് പൊതുജനങ്ങളോടു് കാണിച്ചിരിക്കുന്ന ഈ അനീതി നന്നായിട്ടില്ല. അതിനെ സംബന്ധിച്ചുള്ള എൻറെ പ്രതിഷേധത്തെ ഇവിടെ രേഖപ്പെടുത്തികൊണ്ടു് വിരമിച്ചു കൊള്ളുന്നു.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): സർ, ഞാൻ ഈ പ്രമേയത്തെ ബലമായി പിൻതാങ്ങുന്നു. എല്ലാ ടോളും നിറുത്തേണ്ടതാണെന്നു് ഒരു പ്രമേയംതന്നെ ഇവിടെ പാസാക്കി എന്നു് മാസ്റ്റർ ഉമ്മൻ ഇവിടെ പ്രസ്താപിക്കയുണ്ടായി. ആ അവസരത്തിൽ, ടോളുകൾ നിറുത്തേണ്ട അത്യാവശ്യകതയെപ്പറ്റി സവിസ്തരം ഞാൻ ഇവിടെ പ്രതിപാദിച്ചു കഴിഞ്ഞിട്ടുണ്ടു്. അതിനാൽ ഇപ്പോഴത്തെ പ്രമേയത്തെ സംബന്ധിച്ചു് മുമ്പു് പറഞ്ഞതിനെ ആവർത്തിച്ചു പറയേണ്ടയാവശ്യമുണ്ടെന്നുതോന്നുന്നില്ല. ആലപ്പുഴ-കൊല്ലം മോട്ടാർ ട്രാഫിക്കു് നിർത്തുകയാണെങ്കിൽ ഉത്തരതിരുവിതാംകൂറിൽ ഉള്ളവർക്കു് ഇങ്ങോട്ടു വരാനും ഇവിടെയുള്ളവർക്കു അങ്ങോട്ടുപോകാനും വെള്ളപ്പൊക്കകാലത്തു വലിയ വിഷമം നേരിടുന്നതാണു്. മെയിൻ റോഡിൽ വർഷകാലത്തു വെള്ളം പൊങ്ങിഏതാനും ദിവസങ്ങളെങ്കിലും സഞ്ചാരസൌകര്യം ഇല്ലാതെതീരും. അപ്പോൾസൌകര്യം ഈ വഴിയാണു്. രണ്ടു മൂന്നു കൊല്ലത്തിനുമുമ്പു് ഒരു ബഡ്ജറു സെഷൻകാലത്തു് മെയിൻ റോഡിൽ വെള്ളം കെട്ടികിടന്നതുകൊണ്ടു് വടക്കോട്ടുപോകാൻ തീരെ നിവൃത്തിയില്ലാതെ കൊല്ലത്തു് ഏതാനുംദിവസം താമസിക്കേണ്ടിവന്നു. അന്നു നീണ്ടകരപാലം തീരാതിരുന്നതുകൊണ്ടു് അക്കര കടക്കാൻ വളരെ വിഷമിച്ചു. അക്കര കടന്നശേഷം ബസ്സുവഴി ആലപ്പുഴഎത്താൻ വെള്ളത്തിൻറെ ശല്യമില്ലായിരുന്നു. സമുദ്രതീരത്തുള്ള ഈ വഴിയിൽ വെള്ളപ്പൊക്കം അധികമില്ല.

ടോളുകൾ എല്ലാം കഴിയുന്നതും വേഗം നിർത്തേണ്ടതാണു്. സമുദ്രതീരത്തുള്ളവർക്കു വെള്ളപ്പൊക്കകാലത്തും യാത്രാസൌകര്യത്തിനു് വിഷമം ഇല്ല. ഉൾഭാഗങ്ങളിലുള്ളവർക്കു് തലസ്ഥാനനഗരിയിൽ വരുന്നതിനും ഇവിടെയുള്ളവർക്കു അങ്ങോട്ടു പോകുന്നതിനും ഈ മോട്ടാർ ട്രാഫിക്കു് വളരെ അത്യാവശ്യമാണു്. ബസ്സുകാർ ലയിൻ മുടക്കിയിരിക്കുന്നതു് അവരുടെ നിർബന്ധംകൊണ്ടല്ല. ലാഭം ഇല്ലാത്തതുകൊണ്ടുമാത്രമാണു്. ഇപ്പോൾ ഈ ബസ്സുകൾ നടത്തുന്നതുകൊണ്ടു നഷ്ടമാണെന്നു് എനിക്കും അറിയാം.

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MR. ITTOOP ITTEECHAN (*Kunnatnad*): കൊച്ചി സംസ്ഥാനത്തിൽ വച്ചിരിക്കുന്ന ടോൾ സമ്പ്രദായം അറിയാമോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): അവിടേയും റോഡുകളിൽ വിലങ്ങെതടികൾ വച്ചിരിക്കുന്നതായി അറിയാം.

MR. ITTOOP ITTEECHAN (*Kunnatnad*): ടോൾ കൊടുക്കുന്ന സമ്പ്രദായം അറിയാമോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*): അവിടേയും ഇതുപോലെ മുക്കാൽ രൂപായൊ അര രൂപായൊ ആണ് കൊടുക്കുന്നതെന്നതോന്നുന്നു.

അതുകൊണ്ടു ഈ ടോളിനെ ഉടനെനിർത്തേണ്ടതാണെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഈ പ്രമേയത്തെ പിൻതാങ്ങുന്നു.

MR. V. S. KRISHNA PILLAI (*Tiruvalla*): മിസ്റ്റർ ദാമോദരൻ ആശാന്റെ പ്രമേയത്തെ ഞാൻ ബലമായി അനുകൂലിക്കുന്നു. ഗവണ്മെന്റിന്റെ വരുമാനത്തെ സാരമായി തടയുന്ന ഒരു പ്രമേയം വരുമ്പോൾ ഈ ഭാഗത്തുള്ള മെമ്പറന്മാർ അതിനെ ആലോചിക്കാതെയാണ് അനുകൂലിക്കുന്നതെന്ന് സംശയിക്കുന്ന ആളുകൾക്ക് അങ്ങനെ തോന്നുന്നതിൽ അത്ഭുതപ്പെടാനില്ല. ബസ്സുകാരിൽ സ്ട്രൈക്ക് ഉണ്ടായിട്ടുള്ളതു ബസ്സുടമസ്ഥന്മാരു അതിനെ തുടർന്നുകൊണ്ടുപോകുന്നതിനു ഒരുവിധത്തിലും നിവർത്തിയില്ലാത്തതുകൊണ്ടാണെന്നുള്ളതിന് യാതൊരു സംശയവുമില്ല. ഇപ്പോൾ ജീവിതത്തിൽ മത്സരമാണു നടക്കുന്നതു്. ആദ്യകാലത്തു് കൊല്ലത്തുനിന്നും ആലപ്പുഴക്കു പോകുന്നതിന് രണ്ടര രൂപാ ഞാൻ കൊടുത്തിട്ടുണ്ടു്. അതു മത്സരംകൊണ്ടു കുറഞ്ഞുകുറഞ്ഞു് ഒന്നര, ഒന്നേകാൽ ഇങ്ങനെ ഇപ്പോൾ ഒരു രൂപാ ആയിട്ടുണ്ടെന്നു തോന്നുന്നു. ഇങ്ങിനെ മത്സരബുദ്ധിയോടുകൂടി ബസ്സുടമസ്ഥന്മാർ ഈ വ്യാപാരത്തിൽ ഏർപ്പെട്ടിരിക്കുമ്പോൾ ഏതെങ്കിലും പ്രകാരത്തിൽ അവർക്കു സഹിക്കാവുന്ന നഷ്ടമാണ് വന്നിരുന്നു എങ്കിൽ തീർച്ചയായിട്ടും അവർ ഈ സ്ട്രൈക്ക് ഉണ്ടാക്കാൻ തുടങ്ങുകയില്ലായിരുന്നു. ഇപ്പോൾ അവർ ഏകോപിച്ചു് ഈ സ്ട്രൈക്ക് ആരംഭിച്ചതുകൊണ്ടു് തീർച്ചയായിട്ടും അവർക്കു ദുസ്സഹമായ സങ്കടമുണ്ടെന്നു് നിശ്ചയിക്കാവുന്നതാണ്. അതുകൊണ്ടു് അവർക്കു സർവീസ്സ് തുടർന്നുകൊണ്ടു പോകുന്നതിന് വേണ്ട സൌകര്യം ഉണ്ടാക്കിക്കൊടുക്കേണ്ടതു് ഗവണ്മെന്റിന്റെ കടമയാണ്. അവരുടെ ഈ വിഷമത്തെ തീർക്കുന്നതിന് ഗവണ്മെന്റു കഴിയുന്നതു സഹായം ചെയ്തില്ലെങ്കിൽ അതു നിമിത്തം പല സങ്കടങ്ങളുംവഴിയാത്രക്കാർ കൂടി

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[Mr. V. S. Krishna Pillai.]

അനുഭവിക്കേണ്ടിവരുമെന്നുകൂടി ഈ അവസരത്തിൽ ഓർക്കേണ്ടതാണ്. ഈ അഭിപ്രായത്തോടുകൂടി മിസ്റ്റർ ദാമോദരൻ ആശാന്റെ പ്രമേയത്തെ ഞാൻ പിൻതാങ്ങുന്നു.

MR. ITTOOP ITTEECHAN (*Kunnatnad*): സർ, മിസ്റ്റർ ആശാൻ ഇവിടെ അവതരിപ്പിച്ചിട്ടുള്ള അടിയന്തിരപ്രമേയത്തെ ഞാൻ ബലമായി പിൻതാങ്ങിക്കൊള്ളുന്നു. തിരുവിതാംകൂറിൽ ടോൾനികുതി പിരിക്കുന്ന രീതി അയൽരാജ്യമായ കൊച്ചിയിൽ നടക്കുന്നതിനെക്കാൾ ഗംഭീരമായിട്ടാണ് നടക്കുന്നതെന്നു എനിക്കു അനുഭവംകൊണ്ടറിയാം. കൊച്ചി സംസ്ഥാനത്തു എയിറ്റ് സീറ്റേർസിനു ഒരു ദിവസം എത്തുമയിൽ പോയാലും ശരി, അല്ലെങ്കിൽ എത്ര ടോൾ കടന്നാലുംശരി, ഒരു ഷ്രുപാമാത്രം ടോൾ കൊടുത്താൽ മതി. ഇവിടെയാണെങ്കിൽ ചില സ്ഥലങ്ങളിൽ അങ്ങോട്ടും ഇങ്ങോട്ടും ടോൾ കൊടുക്കേണ്ടതായിട്ടാണ് ഇരിക്കുന്നതു്. ഈ അവസ്ഥ രാജ്യത്തിന്റെ സാമ്പത്തികസ്ഥിതിയെ അധഃപ്പതിപ്പിക്കുന്നതിനു കൂടുതൽ സഹായിക്കുമെന്നുള്ളതിനു് യാതൊരുസംശയവുമില്ല. അതുകൊണ്ടു് ഗവണ്മെൻറു ഈ പ്രമേയത്തെ അംഗീകരിച്ചു വേണ്ട നടപടി നടത്തണമെന്നുള്ള അപേക്ഷയോടുകൂടി ഞാൻ ഈ പ്രമേയത്തെ ബലമായി പിൻതാങ്ങിക്കൊള്ളുന്നു.

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): Sir, I am sorry to hear that the owners of the buses running between Quilon and Alleppey have taken a very unwise step in stopping their bus service and causing a good deal of inconvenience to the travelling public After all they have been paying one toll. The additional toll proposed to be levied from 1st Chingom is only one more in which they have to pay $2\frac{1}{2}$ rupees per day. That would add to the fare of every passenger by only two or three chackrams. I do not think that it is so serious a burden that bus owners should all combine together and stop running the buses. Sir, I am surprised to find that some members of this House appear to condemn the introduction of the new toll gate under some misapprehension. The Quilon-Alleppey road was made at a very heavy cost and made fit for motor traffic in recent years. The Krishnapuram tollgate was introduced in 1103. Even in the Budget speech for 1104 the Financial Secretary has specifically mentioned regarding the bridge across Neendakara bar and the introduction of toll for crossing the bridge.

"The new year's Budget includes a lump provision for the construction of a suitable bridge across this bar. A fifteen-feet carriage way with separate pathways either side for pedestrians has been designed. The work has been classed as "capital" and included in the capital programme as it is proposed to make it reproductive by the levy of a special toll for recoupment of the expenditure."

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): May I know the amount that is likely to be realised by the Neendakara toll?

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MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*) : About Rs. 42,000 for the year.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*) : What is the total investment ?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): 5·40 lakhs.

So this tollgate at Neendakara Bridge is due to the fact that it is a capital investment and the bridge has been constructed at a very heavy cost. This is situated on the 6th mile and the other Krishnapuram tollgate is on the 22nd mile. The distance between these is about 16 miles. It was represented in this Council that it will be a hardship to have two tollgates at close quarters. The motor companies also represented that these two tollgates at such short distances will be causing great difficulty. Originally it was proposed to have a trip rate at Neendakara bridge. These difficulties were represented and Government ordered that in Neendakara tollgate day rates alone need be introduced and that the tollgate at Krishnapuram may be shifted to Nangiarkulangara which is at the 30th mile of the road.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): How does that shifting benefit the busowner ?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*) : It will not affect them.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*) : Then who is to be benefited by that ?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*) : It will benefit buses which go to Kayancolam, Mavelikara and other places. They need not pay that toll. But buses going to Alleppey alone have to pay.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*) : That does not redress the grievance of other people.

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*) : The people whom you refer to have no grievance at all. The toll they had to pay at Krishnapuram has been shifted to Nangiarkulangara.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*) : A few minutes' time probably.

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*) : The bridge has cost a lot of money and we are spending large amounts on maintenance and special repairs on the roads. Next year also we have provided for a very heavy amount to the extent of Rs. 37,500 for special repairs.

MR A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*) : Is it from current revenue or from surplus investment that road is maintained ?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*) : That is maintained from the current revenue. The capital work is only the Neendakara bridge. We have requested Government to increase the maintenance grant. The present maintenance grant is only Rs. 250 per mile for this very important road. It is impossible and impracticable to maintain

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it and make it fit for motor traffic with such a small amount. So, we have been pressing Government to grant increased maintenance to the extent of Rs. 500 a mile.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Is that the rate for other metalled roads in the country?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): No. It will vary.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Is it the rate for metalled roads in other parts of the country?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): Rs. 1,750 per mile is the rate for maintaining the main southern road and this is the maximum rate.

As I said in the beginning, unless a good deal of money is spent on this road it cannnot be made fit for motor traffic all through the year. On metalled roads motors can ply any number of times even during rainy season. In the road between Quilon and Alleppey portions between Haripad and Ambalapuzha stand in need of heavy repair. Otherwise the heavy motor traffic on that road will not be possible at all throughout the year.

MR. R. KESAVA PILLAI (*Kottarakara* cum *Kunnattur*): Was there any petition protesting against the introduction of the new toll from the people of Quilon?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): Yes, there was. As a result of the petition, trip rate was abolished.

MR. R. KESAVA PILLAI (*Kottarakara* cum *Kunnattur*): Was it considered by Government?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): It was.

MR. R. KESAVA PILLAI (*Kottarakara* cum *Kunnattur*): What is the result of consideration?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): That is what I said. Trip rate was changed to day rate.

Under the circumstances the introduction of this additional toll in Neendakara and the toll at Nangiarkulangara cannot be said to be unreasonable. That would be a very strong argument to increase the maintenance cost still further, so that I can put in plenty of gravel and make the road fit for motor traffic all through the year. Now there is only a thin sheet of gravel on the road. So, we are restricting the nature of the buses that could be run on the road, and as a result, fourteen seater buses alone are running on the road. This is no doubt a grievance.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Do I understand the Chief Engineer to suggest that as a matter of policy the travelling public should pay for the maintenance of the road?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): No. Not for ordinary roads. This road requires larger amounts than can

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ordinarly be spared. Generally roads evolve gradually from carts traffic to bus traffic. In this case, all at once it has to be made as first class motor road and greater amount of money to be spent. So much so money has to be diverted in this particular road from other roads. By doing so, other roads are starved. That is the difficulty.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Is the income derived from tolls first ear-marked for maintenance of roads?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): There is no such explicit understanding. But indirectly the toll income has made it possible to increase the maintenance allotments. Our maintenance for communications has doubled in recent years. The amount for communications has increased from 14·5 lakhs in 1101 to 24 lakhs in 1105.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Does that include both repairs and original works?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): Yes, both repairs and original works.

As regards maintenance, it has increased from 7·23 lakhs in 1101 to 9·12 lakhs in 1106. We have been steadily applying for increase for maintenance grants for heavily trafficked roads and it was only recently that maintenance for main southern road was raised from 1200 to 1750 rupees. Traffic on that road is very heavy. I believe a very strong case has been made for increasing the maintenance provision for the road. Under the circumstances, I am afraid the introduction of this toll gate cannot be said to be unreasonable. I hope the member will not press this motion.

Regarding another point raised by Mr. Asan, I have to say a few words. It appears to me that there is some misapprehension regarding the proposal to abolish tolls. No doubt a motion was passed for the abolition of tolls. It does not mean that no tax should be levied from motors or carts or conveyances for the use of roads. But as the present method of collecting taxes by toll is said to be causing a good deal of inconvenience to the traffic, the collection must take a different form instead of tollgates?

MR. R. KESAVA PILLAI (*Kottarakara cum Kunnattur*): May I know whether Government have realised that by the introduction of this toll bus owners and people suffer?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): No.

PRESIDENT: He said that this would necessitate the increase of passenger fare by two or three chuckrams.

MR. R. KESAVA PILLAI (*Kottarakara cum Kunnattur*): May I know whether it will not affect the travelling public?

PRESIDENT: To that extent it may.

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MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): About this abolition of toll, the idea of Government was to find out a method by which this income could be realised, by other forms of taxation.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): You can enhance license fee for vehicles.

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): Yes. That is one way.

The additional tax which is realised from the additional duty on petrol from which we expect to get a share from the Imperial Government is not likely to be a very big amount.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): I do not hear the member.

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): We have a chance of getting a portion from the Imperial Government from the additional amount realised from additional tax on petrol. If that is obtained, that would be utilised for maintaining and improving the main roads. We have got very many bridges also to construct on the arterial roads. But whether we get that or not, this toll income has to continue or a substitute for that income has to be found out. It may be substituted by a vehicle tax. A motor vehicle will have to be taxed and it will have to pay a fixed amount half yearly according to scheduled rates. I believe the Madras Government propose to introduce a Bill for that tax. We are watching whether we can also have some Bill on those lines here.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Have they not abolished tolls in British India?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): Only when a new Regulation is passed they can abolish the toll. They will then levy a vehicle tax. No Government can be expected to surrender the income derived by way of tolls without substituting it by some other method of taxation.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara*): May I know whether it is the intention of Government to stop the toll, when once Government realise the amount spent on the construction of this bridge?

PRESIDENT: You cannot hope to realise the whole of the investment; it is only some interest on the investment that we can hope to get.

MR. R. KESAVA PILLAI (*Kottarakara* cum *Kunnattur*): May I know from the member whether, after Government get their share out of petrol duty from the British Indian Government, they contemplate the abolition of tolls here?

MR. V. ARUNACHALAM AIYAR (*Executive Engineer in charge*): No; that is quite different from the present proposition.

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RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*) : Sir, I beg to support the motion brought forward by Mr. Damodaran Asan. I am very thankful to the Chief Engineer for the very fair and clear statement that he placed before the House regarding the attitude of Government. The question that we are now considering is not the large question of abolishing absolutely the tolls in the country which now form a source of revenue for purposes of maintenance of roads or for recouping capital expenditure incurred in works like the Neendakara bridge. The case is rested on a much simpler ground. It is beyond the capacity either of the travelling public or of the present bus owners to pay any higher contribution as toll than what they have been paying till now. I am glad that the Chief Engineer did not question this statement raised on these benches that the bus services are not paying concerns. It was left to my friend, the Registrar of Co-operative Societies, naturally to raise the question "If they are losing concerns, why do they continue the service?" It remains to be seen whether they are going to continue or not after the 32nd of Karkatakam till which date they have no extra liablity in the form of any additional toll. It is only from the 1st of Chingom 1106 that we can anticipate real trouble.

Sir, probably very few have got a clear conception as to the circumstances under which most of these bus owners secure their buses. They seem to be under the impression that the man is a capitalist with four or five thousand rupees at his disposal and that he is buying these buses for cash from the coastal firms which import them. That is not the real state of things. The disintegration of the Nayar and the Ezhava tarwards has put in the hands of several young men Rs. 400 Rs. 500. Rs. 700. These they deposit as the first instalement under hire purchase system and take the bus from the coastal firm. It may be a Ford from Pierce Leslie, or some other car from some other coastal firm. The balance of the purchase money has to be repaid at periodical intervals, and the young man fondly hopes that, out of his income from day to day he would be able to pay the instalments in the course of the year so that at the end of the year he could become the owner of the bus. It is with that idea, with that mentality, that several of these bus service men go in for the buses.

PRESIDENT : As it is, are they able to do it, in the absence of the additional toll?

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): I am just coming to it, Sir. Many of them, it is found on experience, start with a wrong idea, with wrong notions; but a few there have been who have been very careful, who have been driving the buses themselves, who have not been resorting to the drinking saloons on the way, and who have at the end of the year been able to claim the bus as their own. People who secure buses under such circumstances, unless they are able to get a certain minimum amount day after day as net income out of their business, will have to chuck off the business. The importing coastal firms which supply these cars have the right, under the terms of the contract, bodily to

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[Rao Bahadur K. A. Krishna Aiyangar.]

remove the car, ignoring and forfeiting all the payments made to them till then under the instalment payment bond, if default is made in the payment of any of the instalments. If the strike materialises and if it continues for a couple of weeks and if my friends would come over to Alleppey I shall be able to satisfy them that most of these cars are not seen in the bus stands of the parties who were driving them but are in the godowns of the coastal firms that sold them on the instalment system. Some might have just completed the payments under the contract; others about to complete and still others who have just started the business. So, apart from the question of policy which the Government may adopt with reference to the question of tolls, there cannot be any serious questioning of the statement that, as a business proposition, this bus service cannot be continued.

The further question then arises whether there is any justification for the Government treating the bus traffic in this particular line with any special consideration. The Chief Engineer said 'When we have to incur larger expenditure on the maintenance of this road, when we have to provide more and more year after year, we would be justified in imposing a series of tolls.' I only regret that the people living on the west coast, to the north of Quilon up to the Cochin frontier have not been regarded as the citizens of Travancore. That tract of territory was not regarded as part of Travancore except for the purpose of the periodical visitings of the tax gatherer (*Cries of hear, hear from some members of the House*). That is how we have been suffering; and, so far our walls have not been listened to. We were imprisoned, Sir, between the Arabian Sea on the west and the Vembanad lake on the east, between the dreary, barren sands of the Shertallai and the Ambalapuzha taluks north and south. That has been our unfortunate, miserable lot. The commercial capital of Travancore was not in touch with the road system of the State while every other part of this State had been opened up, not only with gravel road but with first class metalled road, the maintenance of which demands not Rs. 200 or 250 or even 500 but Rs. 1750 per mile every year. Why were we ignored, Sir? Why were we given a step-motherly treatment? It was only in 1090, Sir, during the days of Dewan Sir Rajagopalachariar, that Government thought that we should also be put in touch with the road system of the State; and he asked the representatives of the Quilon Division and the taluks north of it to go into a committee with the officers of the Public Works Department to select the necessary roads and to include them in the public works of the next year. It was only then that the Quilon-Alleppey road was thought of. But, when did we get the road actually? Only in 1101. I concede that it was a very costly undertaking. But, how long could the Government expect to keep us in that state of imprisonment away from the rest of Travancore? If only the Government had started the business earlier, it would not seem so costly as it does at present; Government would not be put to the

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necessity of spending such a large sum of money on the road all at once; and the complaint, or rather the argument, that is now put forward by my friend the Chief Engineer, that the road has now to be made fit for heavy motor traffic all at once and that that involves heavy expenditure for maintenance and that therefore an enhanced toll is absolutely necessary, could be of no avail. Now, even according to his statement, he proposes to increase the provision for the maintenance of the first class blue-metalled road, the M. S. road or the M. C. road, from Rs. 1,200 to Rs. 1,750. The upkeep of these roads certainly require heavy expenditure. Does my friend propose to increase the number of tolls in these roads in direct proportion to the increase in the expenditure on their maintenance? Sir, personally, my view is that the introduction of motor vehicles in Travancore is making us poorer day by day to the extent of about fifty lakhs of rupees every year. (I may be wrong. It is only a rough estimate.) We are sending out of our country about fifty lakhs of rupees every year on account of these motor vehicles. These motor vehicles do certainly save a lot of time and may be of immense use to the people in industrial centres like New York where time means money. But, here, time hangs heavily on us. Unfortunately they have come to stay. Motor vehicles, petrol, electricity, these have abolished distance. These enable every individual even in the remotest corners of the State to acquaint himself with the wonders of the capital of the State which, probably, many of them had not even seen till a few years back. These motors have enabled businessmen to come together. Now, Sir, Alleppey is the greatest business centre in Travancore. When some of the businessmen at Alleppey wish that they should be in communication with Cochin there is the telephone communication between Alleppey and Cochin now, and that helps them to get through the business. They some times leave early in the morning by car and reach Cochin in a couple of hours, finish their business, their conversation with the businessmen there, and come back to Alleppey in time without any dislocation of the usual routine business at Alleppey. The motor vehicles have made this possible. They are therefore of immense use to businessmen though, as I said, they drain the country heavily.

Now, Sir, I do not know personally whether the Government are going to accept the motion or not. But I am very particular that Government should not regard this notice of strike, so-called strike, as a *threat* by these bus owners. It is the last, desperate remedy of a man who is on the verge of insolvency—in one sense it would be that and nothing else. It would be a disaster, Sir, if the Government persist in their present attitude towards North Travancore; and it is up to Government to say whether they are going to lend a helping hand to these poor bus owners or continue the old stepmotherly treatment to these coastal taluks alone for the unfortunate circumstance that we happened to settle in the coastal taluks. Sir, the coastal taluks are contributing much to the revenues of the State. With these words, I support the motion of Mr. Damodaran Asan.

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MR. L. A. BISHOP (*Commissioner of Police*): I am afraid the Deputy President .....

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): Unless these members come to the front, it is absolutely impossible for us to hear them.

MR. L. A. BISHOP (*Commissioner of Police*): I shall speak louder, Sir.

The Deputy President, I am afraid, Sir, placed me in a difficult position when I have to follow his eloquent speech and appeal in regard to the position of the bus owners. He very graphically described how, after the Nayar Partition Act, young men get hold of a few hundreds of rupees, run over to a coastal firm, deposit the money as the first instalment for a bus under the hire purchase system hoping to repay the price in instalments out of the profit from the bus service. Sir, I want to allude to the senders of these telegrams. They have been sent by two motor syndicates. The bus system in Travancore is run by.....

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): Is the member alluding to my motion or to some telegrams that were received here?

MR. L. A. BISHOP (*Commissioner of Police*): The telegrams were mentioned by other members also.

There are few companies in this State that run buses. Most buses are run by individual owners who, for benefiting themselves, combine into syndicates or unions. We have now to deal with two syndicates which have their headquarters at Alleppey. This adjournment motion, I believe, is based upon various telegrams which have been received regarding the strike which took place yesterday between Quilon and Aroor. I fail to understand why the buses between Alleppey and Aroor have ceased to ply, because they are not concerned at all with the toll gate at the Neendakara bridge.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Just as an expression of their sympathy with the rest. Is that illegitimate?

MR. L. A. BISHOP (*Commissioner of Police*): I shall now deal with that. We have in the present instance, Sir, a strong threat and nothing else. And the question therefore is whether the Government are to give in to the threat of a general strike. It is for the people themselves that the Neendakara bridge was built at heavy cost out of the people's money. And the income from the toll gate at the bridge will go back to the people as revenue. Because a few impecunious bus owners are interested in seeing the gate abolished, as they would have to raise the fare from a little less than half an anna per mile to a little more than half an anna, are the people of the country, the general public, to lose the revenue?

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): What is the fare per mile?

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MR. L. A. BISHOP (*Commissioner of Police*): The present rate between Quilon and Alleppey, Sir, is I think, Re. 1 as. 8.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): What is the fare per mile?

MR. L. A. BISHOP (*Commissioner of Police*): 24 as. make 1 Re. 8 as and the distance is 53 miles. Therefore, the fare per mile, as I said, is less than half an anna. Now, the toll at the bridge is Rs. 2 as. 8 per diem for a fourteen seater bus. We may take it, roughly for purposes of calculation, that there would be ten passengers in each bus. So, this toll at Neendakara comes to about 2 as. extra fare between Alleppey and Quilon. It is not much for a passenger for a distance of 53 miles. That is one point.

Sir, Mr. Asan was referring to a '*crawling* order,' as he called it, and he also said there was repression and so on. I may inform the House that the Government have under their very anxious consideration the question of raising the speed limit from the present speed, and very shortly, I understand, orders will issue on the matter. And then, if these buses take you a bit quicker you would not grudge to pay just 2 as. more for these 53 miles; and therefore, the bus owners would not have much to complain about the Neendakara toll.

Mr. Mahomed—Sir, my Malayalam is poor, I am speaking now from what I was able to gather from his speech-was complaining about too many checking stations and the need for their reduction. I shall reduce their number as much as possible and as soon as possible.

Coming back to the speech of the learned Deputy President, the whole agitation is due to certain impecunious bus owners who now offer a threat both to the Government and to the people. Because,.....

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): May I draw the attention of Mr. Bishop to the fact that the representatives of the people do not recognise any threat?

MR. L. A. BISHOP (*Commissioner of Police*): I am only saying...

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): It is only an expression of their despair; nothing more than that. Tools down; is that threat?

MR. L. A. BISHOP (*Commissioner of Police*): I do not use the word '*threat*' in any objectionable sense.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): It is not something like the highwayman saying 'Stand and deliver' it is not a threat like that.

MR. L. A. BISHOP (*Commissioner of Police*): My point is that the bus owners have no real justification for their complaint. This is perhaps the first of a few general strikes. The people who have started these strikes are the managers of two associations. Whether they really have their associations behind them or not, I cannot say. But my complaint about these associations is that they consist of impecunious bus owners who merely join together for combined timings; and it

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[Mr. L. A. Bishop..]

is a serious matter now under Government's consideration whether these unions and syndicates should be stopped.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): I do not hear the member.

MR. L. A. BISHOP (*Commissioner of Police*): These syndicates consist of impecunious bus owners who join together merely for the sake of combined timings; and Government are now seriously considering whether these syndicates should be stopped altogether. As I have already stated, when the increase of the maximum speed limit is given effect to, I believe that these bus owners would be much better off in spite of the new toll, than they were under the slower speed with only one toll. I would like to point out that these two associations in Alleppey issued pamphlets that the strike would begin on the day of the imposition of the toll, the 1st of Chingom next. I fail to understand why the strike should have begun yesterday ten days too early. Further they are bound to give fourteen days' notice before they suspend the service.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominted, Deputy President*): Does my friend mean to say that we are such absolutely hopeless simpletons as to be led or *misled* by the nose by these impecunious members of the syndicates? They are certainly not rich enough, even according to my friend, the Commissioner of Police, to buy us up.

PRESIDENT: Mr. Bishop did not say anything like that.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): The suggestion seems to be that the members of the syndicates are at the bottom of all this discussion here, and that we are merely voicing their views.

PRESIDENT: I do not think he said that. He merely said that the strike has been organised by them.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): That is all right. I only want that the Commissioner of Police should not say that we are not capable of forming our own judgment.

PRESIDENT: He said that the strikes were started by these syndicates.

MR. L. A. BISHOP (*Commissioner of Police*): I would, in conclusion, request the House not to be swayed by sentimentalities.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): Sir, on the motion before the House, I wish to offer a few words in support of it. The discussion, particularly the replies from Official benches, have made me draw the inference that the subject has been discussed, understood and replied in a purely arithmetical manner. It has been stated that, on account of the new toll, each passenger may have to pay only a small fraction of a chuckram more per mile than at present and that the collection from the new toll gate would also indirectly go to the benefit of the people at large. Sir, that is not the right attitude with which the problem has to be faced. Whatever may be the smallness of the addition to the bus fare, that does not matter at all. That is not how

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these tolls are going to affect the people mainly. There is one aspect of the question which I want to place before the House in this connection. Sir, this transport industry has been flourishing in this country, and has developed much more quickly here than in any other part of India. And there is one important reason why this industry should flourish here. It solves to a considerable extent one of the chief problems of our State, namely, the problem of unemployment which the Government are not able to solve. Sir, every civilised State or country is now confronted with the problem of unemployment. Our Government have so far, done nothing to solve the problem. The people of the country may be right or they may be wrong; but when the Government have been sitting idle on the question, they thought over it and enthusiastic young men took themselves to the transport industry and are now having a fairly decent living out of it. The question now therefore is whether we should stop the progress of this flourishing industry and thus throw, about 15,000 young men of the country now engaged in the industry, out of employment, (I think approximately there are about 4,000 motor buses running in this State at present). That is the problem, Sir. I put the plain question before the House whether the Government are prepared to face the problem straight and fight it and find employment for all these ten or twelve thousand young men now engaged in the industry if they are thrown out of employment on account of these tolls. That is the question, the problem that has to be tackled by Government and a satisfactory solution found out.

One other question that was discussed here was that the Government have invested a large sum of money for the road and that therefore something ought to be exacted from the people by way of interest on the investment. Sir, what about the capital invested by these bus owners? Should they not get something in return? The motor industry cannot be carried on without some capital. That also is the capital of the State. It may not be capital for which the Government may be particular of getting any interest. But it is national capital which, from the view point of the people, advances the prosperity of the people by solving the problem of unemployment and thus indirectly brings about progress in all possible ways, in trade and commerce and other walks of life. The industry indirectly brings us more of export and import duties. So, this problem cannot be discussed by a calculation of interest, from a narrow point of view. It should be discussed with a broad outlook. It touches, Sir, the progress of Travancore in every direction. That is the point that I want to place before this House. The progress which has been secured in recent years since the introduction of this motor industry in Travancore is a progress which cannot be correctly imagined. As I said at the outset, I do not think any other part of India has advanced in this direction to such an extent as Travancore. It is the duty of Government to afford as much convenience as possible to this thriving motor industry.

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PRESIDENT: What do you mean by "*motor industry*", Mr. Nilakanta Pillai?

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): Motor service. Indirectly it is an industry, Sir. I use the term deliberately. I stick to it. I know it is quite correct. It is a technical term.

MR. V. CHELLAM PILLAI (*Tovala*): May I know from the member the amount that goes out of Travancore every year on account of this motor industry?

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): What is the relevancy of that? Does the member want to know the amount that goes out on account of the purchase of motor cars?

MR. V. CHELLAM PILLAI (*Tovala*): Yes, and on account of petrol and other accessories also.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): Whatever may be the money going out of our country, so long as our Government have not put any restriction on any individual who intends to get down a motor car for making a living out of it, I do not see how that question of my friend is relevant; because that information asked for is not going to affect the question now under discussion.

Then, Sir, affording the necessary means of communication to the people of the country is the primary duty of Government. Therefore, because the Government have made motor communication easier in a particular locality, they should impose a penalty on the people of that locality, that I submit, is not the correct way to view the question; and that will not appeal to this House. It is one of the primary duties of Government to allow facilities for communication in the country. Government should spend as much as they possibly can.

Anyhow, the main point that I wanted to press before this House is that by facilitating motor traffic, and by thus affording employment to thousands of our young men, Government have in a way solved the problem of unemployment which, under the present condition of the Travancore State, Government cannot solve. This aspect of the question also should, I submit, appeal to the members of the House. With these words, I support the motion.

PRESIDENT: Is there any other member who wishes to speak on the motion?

MR. R. KESAVA PILLAI (*Kottarakara* cum *Kunnattur*): I move that the question be now put.

PRESIDENT: You cannot move for closure when I have asked whether there is anybody to speak. Your motion is out of order.

MR. G. PARAMESVARAN PILLAI (*Ag. Additional Head Sirkar Vakil*): Sir, I find there is a strong feeling on the part of my friends that Government do not intend to do justice in regard to the matter which has been mooted for discussion by Mr. Damodaran Asan. The Chief Engineer and the Police Commissioner have explained to the House in detail the policy underlying the action of Government in this matter. The Chief

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Engineer pointed out, that in order to meet the additional expenditure that is being incurred by Government year after year on account of the opening of new roads and the repair and maintenance thereof as well as of existing roads, it has become necessary to tap additional resources mainly with a view to add to the comforts of the people and satisfy their needs. Sir, the public have for long been complaining of the inadequacy of the means of communication in the State and particularly as my friend Rao Bahadur Krishna Aiyangar so ably put it, the inhabitants of the coastal taluks from Quilon, Alleppey and Arur were put to considerable inconvenience on account of want of proper facilities for road communication. In fact the opening up of land routes has resulted in substantial improvement of trade and other conveniences. In order to attend to these needs the Government did incur a good deal of expenditure. The Neendakara Bridge, I believe, will be admitted on all hands to be something of the nature of a capital scheme. By that I mean a scheme which may not have been undertaken by Government if they had to spend money for it out of current revenues. It is a scheme which involved an expenditure of 6 lacks of rupees. Naturally therefore they had to resort to the revenue surpluses for that purpose. Sir, I need not emphasise, because it must be so well known to my friends on the other side, that schemes of capital expenditure, when so undertaken, must necessarily be such as would be of a reproductive nature.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): May I just ask my friend whether he expects any return out of the extension of the railway from the beach to Tampanoor? Are we getting any return from the Shencotta-Trivandrum railway? Is that not a means of communication?

MR. G. PARAMESVARAN PILLAI (*Ag. Additional Head Sirkar Vakil*): By reproductive schemes, I do not mean that the entire expenditure that has been incurred by Government on them should be paid up by the people. But Government can legitimately indent upon the people for making some profit out of them in order to meet a portion of the interest on the capital expended. It is the policy of all Governments to secure that a portion of the interest on expenditure incurred on account of such capital schemes is recovered by means of the profits derived from them.

MR. A. S. DAMODARAN ASAN (*Mavelikara cum Kartikapalli*): Is the member aware that such capital schemes are undertaken with borrowed capital and not with surplus revenues?

MR. G. PARAMESVARAN PILLAI (*Ag. Additional Head Sirkar Vakil*): That is a matter which need not agitate my friend very much; because there are two ways of financing capital schemes; either by means of borrowed capital or from revenue surpluses. Economists were of opinion that expenditure on account of such schemes ought to be met from borrowed capital as distinct from current revenues. Schemes which are of a capital nature should ordinarily be undertaken and financed,

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[Mr. G. Paramesvaran Pillai.]

not out of current revenues, which is a suicidal policy, but should be met out of borrowed capital. Of course, if there are revenue surpluses in the State treasury, it is not obligatory upon the Government which can command such surpluses to resort to borrowed capital.

MR. A. S. DAMODARAN ASAN (*Mavelikara cum Kartikapalli*): Is it obligatory to ?

MR. G. PARAMESVARAN PILLAI (*Ag. Additional Head Sirkar Vakil*): Nothing is obligatory.

MR. A. S. DAMODARAN ASAN (*Mavelikara cum Kartikapalli*): Is it obligatory to levy any cess when such a scheme is undertaken with the help of revenue surpluses ?

MR. G. PARAMESVARAN PILLAI (*Ag. Additional Head Sirkar Vakil*): It is no question of statutory obligation. It is a question of running the Government on economic lines and therefore there is nothing irregular, nothing illegitimate, nothing objectionable in levying a cess. I do not say that there is any immutable obligation cast upon Government to incur expenditure upon any scheme from any particular source whatsoever. But there is nothing wrong or objectionable in Government depending upon light sources of revenue in order to make up the interest on such schemes of capital expenditure, spread over a very long number of years. It cannot certainly be that Government will be able to reimburse the capital expenditure upon these schemes from the cess so levied.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): My question was not whether capital is to be reimbursed but whether we get any interest.

MR. G. PARAMESVARAN PILLAI (*Ag. Additional Head Sirkar Vakil*): I was side-tracked by Mr. Damodaran Asan before I was able to answer Rao Bahadur Krishna Aiyangar; I was not in a position to answer both at the same time, because they referred to two distinct subjects. My position is this. If my friend Mr. Arunachalam Aiyar is correct—and I have no reason to doubt the accuracy of his statements—that the additional impost caused on account of this particular toll at Nangiarkulangara will amount only to two or three chs. per head for passengers who might utilise the fourteen seater buses. I do not think, Sir, that that furnishes a sufficient cause for grievance to my friends on the other side. After all, my friends should welcome any scheme of taxation, the incidence of which would fall but lightly on a particular class or section of the people. Here is a case where Government attempt to derive a profit out of a source which may not after all be treated as a very heavy impost falling upon any particular section of the people. On the other hand the passengers who make use of the buses will have to pay 2 or 3 chuckrams more than what they are paying now.

MR. A. THANU PILLAI (*Trivandrum*): May I know what was the position of Mr. G. Paramesvaran Pillai in regard to the question of tolls when he was on this side of the House ?

PRESIDENT: That is irrelevant to the point at issue.

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MR. G. PARAMESVARAN PILLAI (*Ag. Additional Head Sirkar Vakil*): I may for the information of my friend tell him that Government are not responsible for the opinions held by Mr. G. Paramesvaran Pillai while he was a non-official member of this House.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): That is alright.

MR. G. PARAMESVARAN PILLAI (*Ag. Additional Head Sirkar Vakil*): I would therefore suggest that this particular matter need not worry the members on the other side of the House very much. After all, the subject of this motion will not prove to be such a great source of grievance as is depicted by my friends on the other side of the House. I would therefore oppose this motion.

MR. A. THANU PILLAI (*Trivandrum*): I move that the question be now put.

MR. A. S. DAMODARAN ASAN (*Mavelikara cum Kartikapalli*): I second it.

PRESIDENT: I find the Chief Secretary wishes to speak on this question. I will therefore allow him to speak.

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): Sir, the position in regard to the question under discussion—namely, the toll gate at Neendakara is this:—When the Government decided on spending the money on the construction of the bridge, it was under the belief that some return might be expected for the capital invested thereon. This had been sufficiently indicated in the speech of the Financial Secretary in presenting the Budget for 1104, as has been referred to by the Chief Engineer already. It was definitely stated then that a toll at the Neendakara Bridge would be levied. So that, that is not a surprise. That statement was made at a time when the Krishnapuram toll gate was in existence. The expenditure on the Neendakara Bridge amounts to six lakhs nearly and it is but right that this costly bridge, as other costly bridges, should give a reasonable return.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Will the Chief Secretary at least give an answer to the question whether the Government get any return on the Quilon-Trivandrum Railway?

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): Government are getting about a lakh of rupees every year.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): For what period and at what rates of interest?

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): I have not calculated it. It amounts to nearly 2 lakhs of rupees. This year it has come to a deficit due to certain special causes.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): May I ask whether the Quilon-Shencotta Section gives a deficit every year?

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): Yes. It is a deficit. But the Government thought they will get a profit by the extension of the Railway to Trivandrum.

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[Mr. T. P. Ramasubba Aiyar.]

What I say is that, at the time when Government ordered the construction of this bridge, there was the idea of having a toll there. In connection with representations in the Assembly, members, while pressing for the Neendakara bridge, agreed to pay a toll.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*) : What about the altered economic condition ?

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*) : The altered economic condition is there. So that the toll at Neendakara is not a new thing. Now, even when the Krishnapuram toll gate was there, there were complaints from the people of the locality about the location of the toll gate there.

MR. R. KESAVA PILLAI (*Kottarakara* cum *Kunnattur*) : Is it the policy of the Government that for every additional convenience given to the people to see that Government get a return ?

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*) : I did not say so.

When the Neendakara Bridge was under construction, Government passed an order that since they incurred a heavy expenditure, a portion of that amount might be realised by a toll in return for the advantages conferred on the people when the bridge was completed. Government started with the idea of having a toll at Neendakara. At that time the toll at Krishnapuram had not been transferred to Nangiarkulangara. There was a complaint from the people that Krishnapurarm was too near Neendakara and that the toll gate should be placed farther away, on the ground that there were two tolls very near each other at a distance of 15 miles. It was for this reason that the toll gate was shifted from Krishnapuram to Nangiarkulangara. As regards the toll from Nangiarkulangara the auction of that toll gate has taken place and confirmed by Government.

As the distance between the two toll gates was short, bus owners represented to Government that the payment of two tolls at such short distances was very heavy. Out of deference to the representation of the people and to mitigate their loss to some extent, Government converted the per trip rate of toll to day rate at Neendakara. No doubt for a distance of 53 miles payment of Rs. 6 as toll may, from the bus owners' point of view, be somewhat hard.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*) : I am not at all able to hear the member.

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*) : I shall speak louder. The bus owners have to pay now Rs. 6 for every day. It is understood that the Alleppey Municipality levies a toll of Rs. 2 for every bus.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*) : Could the Government pursuade the Municipality for reducing the amount ?

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MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): I see from the Municipal Regulation that Rs. 2 is the maximum toll that can be levied. The Municipality proposed it, and it was sanctioned by Government at a time when the Council was in charge of the roads and when the Neendakara toll was not in existence. Government will consider the question of suggesting to the Municipality to reconsider the position in regard to the toll at Alleppey and to see whether any effective reduction could be made thereon. So far as the Nangiarkulangara toll is concerned, it is difficult for Government to re-consider the position because the auction has been confirmed. Even supposing any change were to be made, there is the legal question to be considered.

MR. P. S. MAHOMED (*Nominated*): കൊല്ലം മുൻസിപ്പലിറ്റിയിലും രണ്ടു രൂപാ തന്നെയാണോ?

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): For bus, it is Rs. 2.

PRESIDENT: Some members said that the Quilon rate is Re. 1 and the Alleppey rate is double that amount. What is it at Quilon?

MR. P. S. MAHOMED (*Nominated*): For bus, it is Re. 1, and for car, As. 8.

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): Even under the schedule rate, the maximum fee leviable by the Municipality is only Rs. 2.

Speaking of the contract for 1106, I may say that it has already been confirmed by Government. When we come to 1107, Government will consider that point.

MR. A. THANU PILLAI (*Trivandrum*): We are not very much benefited by the speech of the Chief Secretary. In the first place, we cannot hear the member. In the second place, it is a mere repetition of what has been said.

PRESIDENT: That is a mistake. Nobody spoke about the Alleppey Municipal toll.

MR. L. A. LAMPARD (*Planters*): May I know the toll for a motor car?

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): It is 21 chs.

Government will give due consideration to the discussions that have taken place here and re-examine the whole position when the contract for 1107 comes up.

RAO BAHADUR K. A. KRISHNA AIYANGAR (*Nominated, Deputy President*): Is it in the nature of an assurance that the Government will give relief at the end of next year?

MR. T. P. RAMASUBBA AIYAR (*Ag. Chief Secretary to Government*): Since the contract has already been confirmed, it will be difficult to make any changes this year. I was mentioning all the difficulties and I think that will convince the House about the position of Government. Anyhow the discussion that has taken place to-day on the matter will be considered by Government.

MR. A. THANU PILLAI (*Trivandrum*): Sir, I now move again that the question be now put.

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MR K. P. NILAKANTA PILLAI (*Chirayinkil*): I second it.

PRESIDENT: Have you anything to say by way of reply, Mr. Damodaran Asan?

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): All that I wish to say is that it is our own fault that the Police Commissioner, or the Chief Engineer, does not feel that 2½ chs. or 3 chs. is too high for the tax payer. That is because we pay them high salaries that they consider the amount to be too low to be taken into account, one which will not affect the people.

I press the motion to a division.

PRESIDENT: I wish just to say a word or two on this question. Many of the members who supported the motion made it clear that the present attitude of the bus owners is really due to the hardship to which they are put on account of the large amounts which they have to pay as tolls on the road between Quilon and Alleppey. I understand from the speeches that have been made that the Municipalities of Quilon and Alleppey are levying a toll of Rs. 2 each on buses. As the Chief Secretary has said, the Alleppey Municipality had taken charge of the town roads and it was at such a time that the toll of Rs. 2 was levied by that Municipality. Now the Government have taken up the maintenance of these roads and probably it will only be fair that some reduction should be made in these tolls. If the complaint is only that bus owners have to pay too much by way of tolls, then this House ought not to make a distinction between the tolls levied by the P. W. D. and those levied by the Municipality. I should like to have a consultation with the members who are directly interested - I should not be understood as saying that other members are not interested—that is to say with the members of the Council representing Quilon and Alleppey and perhaps the intermediate taluks to get an idea as to the relief that the non-official side of the House feels should be given to the bus owners and the way in which that relief can be given. These two tolls, Nangiarkulangara and Neendakara have been auctioned for the next year, and as the Chief Secretary told the House, there would be difficulties in interfering with them at present. I shall, if the House agrees fix a time for consulting the members, within the next three holidays and I hope that as a result of that consultation, it will be possible to give some relief to the bus owners.

Do you press your motion, Mr. Damodaran Asan?

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): Anyhow the view of the House may be ascertained.

PRESIDENT: Then all that I said might become unnecessary.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): I do not press the motion to a division, since the Dewan—President assures that the matter will be considered within the next three days.

The motion was, by leave, withdrawn.

The Council adjourned at 5-26 P. M. to meet again at 11-30 A. M. on Monday, the 11th August 1930.

P. N. KRISHNA PILLAI,
Secretary to the Legislative Council.

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